

KEYSTONE TROOPS IN BATTLE FROM MARNE TO VESLE

Scattered Detachments of 28th Figure in Salient's Hot Spots

BITTER FIGHT FOR CIERGES

Attacks Made in Face of Heavy Machine Gun Fire from Ourq Woods

Lying in the support positions behind the 3rd United States Division and the 39th and 125th French Divisions on July 16, the 23rd Division saw almost as much actual fighting as it would have done had it been in front line...

The composition of the 23rd Division at this time was 350 Gen. Co. motor Co. commanding; 5th Infantry Brigade, Col. George H. Kemp, consisting of the 109th and 110th Infantry and the 108th Machine Gun Battalion; 5th Infantry Brigade, Col. William J. Voigt, consisting of the 111th and 112th Infantry and the 109th Machine Gun Battalion; 53rd Field Artillery Brigade, Brig. Gen. William G. Frick, Jr., consisting of the 107th, 108th and 109th Field Artillery Regiments; the 103rd Engineers and divisional troops.

Of these forces on July 15, the troops of the 55th Infantry Brigade were lying with the 109th Infantry east of the Surlinval river, behind the left flank of the 125th French Division, and the 110th Infantry west of that river, behind the right flank of the 3rd United States Division. The 55th Brigade had the 111th and 112th Infantry near Noiret l'Arnaud, behind the left of the 3rd United States Division, and the 109th Infantry was holding the bridgehead of Chary, behind the 39th French Division.

During the course of the German attack the 55th Brigade furnished reinforcements to various parts of the 3rd Division, perhaps most notably in the case of the 2nd Battalion of the 111th Infantry, which on July 16 relieved the 30th Infantry of the portion of its front line between Cierges and Fossey and made a counter-attack there, driving the enemy to the south bank of the Marne and later occupying the south bank and holding it until the American advance across the river.

Company Holds Up Germans

On the right, the 109th Infantry and the 108th Machine Gun Battalion had a rough tangle with the 109th Infantry, which hills and valleys as exciting as could ever have happened to the ancestors of any of their Pennsylvanians in the old days when the Indians hunted the forests of the Keystone State. The German advance was across the river at Reully and east of there and the front line of the 113th French Infantry Regiment was compelled to retire, leaving isolated positions between Cierges and Fossey which were being guarded by the 109th Infantry.

Nothing was heard of this company for so long that divisional headquarters thought it had been annihilated. But, on the continued on Page 2.

MOCK TURTLE SOUP FOR ARMY MESSES

Clam Chowder and Ox Tail Also Will Help Counter-act Slum

Mock turtle soup and clam chowder are going to be used to sharpen the A.E.F.'s appetite for food, transport and other friends of the mess table. And ox tail, tomato and vegetable soups are also being placed before soldier epicures hardened by long familiarity with the ration.

Four ounces of canned soup a day for every man is the latest change in rations. The Q.M.C. expects to receive 12,000,000 cans of assorted soups during February and 10,000,000 more cans in March.

Sceptical corned-willie-minded soldiers, however, point out that ingenious cooks and mess sergeants may be rolled upon to disguise even canned soup, and that the canned soup of the ration will appear on the tables loaded with extra carrots and chunks of meat, and will be, after all, the same old slum.

While the soup ration is four ounces per man, it isn't likely there will be soup every day, because it will probably be found better to double the ration and give soup two or three times a week.

The deep stuff on the soup ration is this—the A.E.F., before it goes home, will eat or inhale or otherwise go away with the enormous stores of canned soup, and the Q.M.C. had accumulated in the United States in the belief that the job of feeding a big army would last several more years.

WEDDING BELLS RING FOR 150 IN ENGLAND

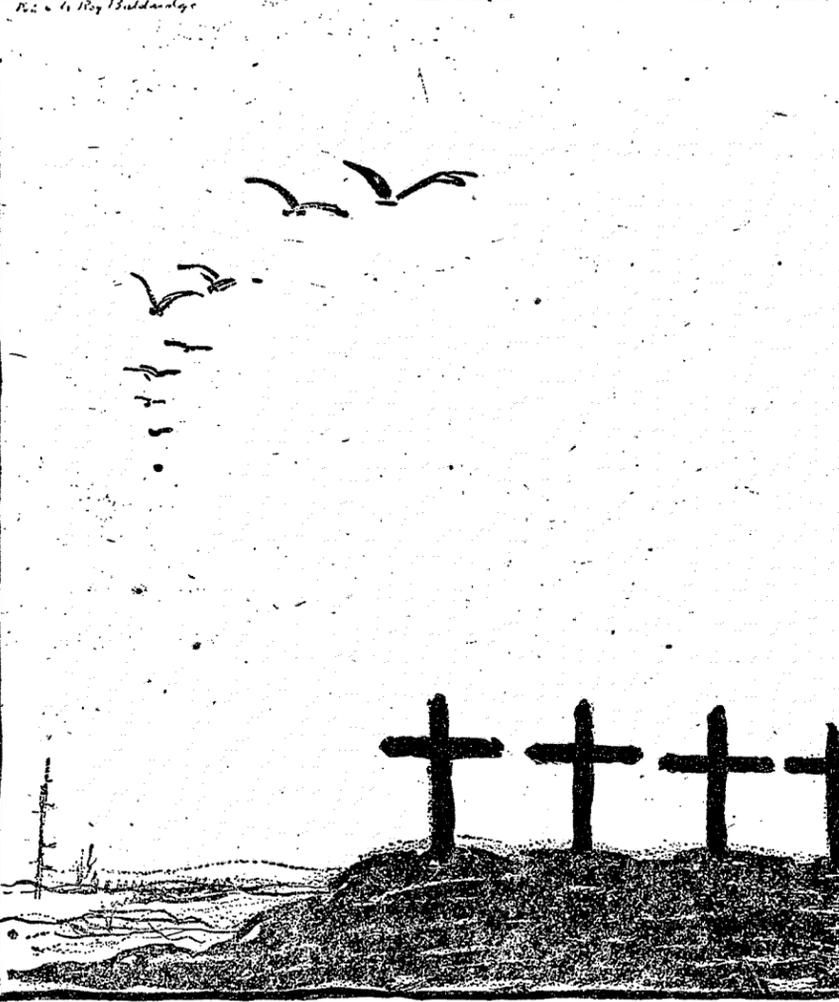
Thirteen British Brides of Yankee Soldiers Sail for U.S.

Approximately 150 officers and men of the A.E.F. who have been stationed in England have succumbed for better or for ill to the charms of English girls. The honors go to the enlisted men, with a good sprinkling of lieutenants, most of them members of the numerous Air Service squadrons that have been stationed in England.

The brides come from all parts of England. Only two hail from Ireland, and a very few from Scotland. The average age of the brides is about 23, and the average age of the Yankee grooms is around the same figure.

The first 13 sailed January 20 on the transport "Plattsburg" from Southampton, traveling first class. The bride pays a dollar a day for food, transportation to embarkation point and railway fare in the United States to her new home. Uncle Sam pays for the boat trip. More brides will leave for America in two or three weeks, according to Lieut. E. E. Snell, in charge of transportation.

THE FOUNDERS OF THE LEAGUE OF NATIONS



PARIS PLANS TO CARE FOR 12,000 YANKS AT A TIME

First Permissonnaires Under New G.O. Arrive in Capital

7,500-ENLISTED MEN DAILY

Blue Card Will Entitle Holder to Be on Streets After 9 P.M. While Well Behaved

With hotel accommodations booked in advance, with all the auxiliary organizations of the A.E.F. co-operating to assist in caring for and entertaining them, the first permissonnaires are arriving in Paris for the three-day leave granted in G.O. 14, G.I.Q., published last week.

For the immediate future Paris will entertain 7,500 American soldiers and 2,000 officers at a time, the enlisted men arriving and departing at a rate of 2,500 a day. New hotels are being opened, rooms are being rented in French hotels, and canteen and restaurant facilities enlarged, with the assurance that within a short time facilities will be adequate to handle 12,000 O.D. visitors at a time.

The committees in charge of the arrangements are trying to anticipate every possible hitch that might rob the visitor of one of his three days of leisure, to make everything glide smoothly from the time he gets his blue card at the M.P. office at the railroad station until he leaves, 72 hours later.

As Long as Well Behaved

The blue card will be the permissonnaire's pass and will carry a notation as to the number of days he is entitled to be on the streets after 9 p.m. as long as he is well behaved. He can do as much sight-seeing as he wants, both by night and day, and will have the benefit, if he wants it, of going on special trips with guides which are being organized by the Y.M.C.A.

The Y.M.C.A. is providing hotel accommodations, and the Red Cross both hotels and canteens.

The Red Cross alone can now provide beds for 6,584 enlisted men a week, and the Y.M.C.A. the same number each three days, with the prospect that within the next week or ten days both organizations will run over these figures.

Some cases sleeping accommodations will be free. In no instance is the charge likely to exceed three francs a night in any auxiliary service hostelry.

There are seven canteens scattered throughout the city maintained by the American Red Cross, where breakfast and lunch may be had for 50 centimes and dinner for 75 centimes. The Red Cross also has an interest in two other large canteens in the city. At one of the American Red Cross canteens—at the Gare St. Lazare—an average of 11,173 men are being fed a week.

Arrangements for Officers

At the Grand Hotel du Louvre, L. M. Boomer, manager of the Waldorf-Astoria and the McAlpin, is in charge, and Mary Elizabeth Evans, the New York candy maker, stores the larder with cakes and pastries.

Free shoe shines, free clothes pressing, and a regular Santa Claus stocking in each room, including pajamas, razor, soap, toothbrush and tooth paste, are some other attractions. The club at 4 Avenue Gabriel, which can accommodate about 100 officers a night, is run on much the same plan.

BANG THEM KEYS! SPILL THAT INK! LE MANS WAR CRY

Paper Workers in Sleepless Pursuit of Transport Mirage

There is a tumultuous pounding of typewriters in the Le Mans embarkation office these days. Throughout the district where divisions are assembling preparatory to sailing home there is the rattle-bang of batteries of machines of all speeds and calibers. Alphabetical box barrages are falling all over long, impressive looking documents. Never, in any army probably, or at any time, has there been such a paper work session before.

Sleepy eyed sergeants-major, top sergeants, ordinary sergeants and company clerks at company, battalion, regimental, brigade and divisional headquarters in scores of towns in the Le Mans section, from early morning until late at night—and then some—are hammering at keyboards, wearing out pen points, and using up innumerable bottles of ink.

Equally heavy loaded C.O.'s are wading into piles of letters and scribbling away despite the pain of writer's cramp.

The divisions are rushing feverishly to get through. "A race is on, and the reason is—at any rate a weary sergeant major or a bustling clerk will, if he interrupts his work long enough, tell you the reason is—that the word has got around that the time upon it that the holder is entitled to be on their outfit sails will be in something like direct proportion to the time their paper work is done.

"We're far in the lead," admits the Umpti Division adjutant, "just like in the Argonne. Those people on our left—"

Company commanders are sitting up nights getting their accountability and responsibility records into perfect shape. Top kickers and company clerks are going over thousands of service records, allotment papers and War Risk insurance documents. Supply officers and supply sergeants are checking up and growing wain and haggard under the strain.

Just Like Battle Days

"First up with the paper work. First to go home," is the shibboleth with which the zealous paper work racers cheer themselves and lagging comrades.

"We're far in the lead," admits the Umpti Division adjutant, "just like in the Argonne. Those people on our left—"

Our course, the doughboys throughout the entire area know about the race. Some of them have very vague notions as to what paper work is. They know it as a military term, and that's all they want to know about it. But they are aware that there is unprecedented activity among the pen pushers, and the contagion of it all has been communicated to them. They are sitting in the bleachers, as it were, and cheering on the racers. They almost believe there is some excuse for a sergeant major, and they are willing to forget grudges against the top kicker if he creates the pace with the company clerk who has been determined. However, from staff officers down to buck privates in the divisions in the Le Mans district, the report is being taken as founded on fact, and records are being established that should stand for a long time in Army tradition.

MARINES AFLOAT ONCE MORE, MAN FLEET ON RHINE

Fourteen Vessels That Patrol Stream "Always on the Alert"

CONTRABAND WINE BARRED

Crushed Stone Must Be Crushed Stone if Germans Want to Avoid Difficulties

It was an innocent looking craft enough, plowing in its stolid German fashion down the Rhine near Coblenz. There was the huge load of crushed rock, plainly visible, that proclaimed its cargo. There was its usual crew of solemn-faced Germans, smoking their pipes. And there was the skipper on the bridge, on the alert for all American signals and orders, and precipitately willing to show his papers.

And yet the smart American regulation boat, trailing Old Glory astern, and with its crew of Marines aboard, wasn't quite satisfied. It may have been just a hunch. It may have been a tip from higher up—but the regulating officer ordered his men to make an investigation.

Under that load of innocent crushed rock going down the Rhine the Americans found enough wine to float the boat itself, for all its deep draft—contraband wine, too, for the ship's manifest showed only a cargo of stone.

This is an example of what the American Rhine patrol fleet doing, the patrol fleet which consists of 14 boats, with a personnel of eight officers and 190 men, all members of the 5th and 6th Marines. And now that the excursion boats for men on leave are running up and down the stream, the Marines are on board them, too, controlling and directing their navigation.

Prussien Largest and Finest

Of the regular fleet the Prussien is the largest and finest vessel. She used to be the private vessel of the overbearing of the Rhenish provinces, and she looks it, with her graceful lines and her elaborately laid out and beautifully paneled saloon, cabins and dining room. She is now used by Maj. Gen. Joseph T. Dickman, commander of the Third Army, and by Lt. Col. J. L. Dodd, provost marshal, who they go out on inspection trips. Be it said at this juncture in behalf of the Yankee who had to scrub her that she was in an incredibly filthy condition when taken over. Now she

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MILLIONS IN SALVAGE

Approximately \$63,000,000 worth of business was done in 1918 by the Salvage Branch of the Q.M.C., as shown by figures just compiled. Included in the total are the output of depots and shops, placed at \$47,018,374.01, recoveries in the field at \$15,980,000, and recoveries under kitchen economies in eight months at \$474,515.

Of all articles received for salvage 91 per cent were put back into service, and most of the remaining 9 per cent were used in reconstruction of the articles put back in service. The salvage percentage on shoes, for example, was almost 100 per cent.

Another example of Salvage Service saving was the utilization of overcoat cloth in making overalls caps. Early in the field the A.E.F. discovered that the issue overcoat was too long, that it was apt to get under the heels and trip men going over the top. So eight inches was ordered cut from the bottom of the coats. This cloth eventually returned to the front as overalls caps.

FASTER RETURN OF A.E.F. ASSURED BY TRANSPORT PLANS

Taking Over of Enemy Vessels Factor in Speed Up Program

10,124 EMBARK IN ONE DAY

Infantrymen Lead in Total of Week's Departures—Casuals Keep Close to Top

The return of the A.E.F. to the States at a greatly increased rate over the present average speed of 100,000-odd men a month is made a certainty by recent developments in the shipping situation, one of the most important of which was announced this week by Edward N. Hurley, chairman of the United States Shipping Board, now in France.

Approximately 350,000 tons of German shipping will be taken over in the near future, Mr. Hurley stated. This tonnage will add from 50,000 to 70,000 men a month to the present carrying capacity of the transport service. It consists of boats now in German harbors which will be manned by crews of the United States Navy.

In addition to the taking over of the German ships, another plan is expected to bring the British liners Mauretania, Aquitania and Olympic direct to French ports to take on homeward bound Yankees.

French, Dutch, Swedish and Italian vessels also are expected to take their places in the line of westward bound transports and, in addition, Army officials were informed this week that the carrying capacities of many ships may be appreciably increased by the reduction of cargo space and alterations to provide additional sleeping space on vessels not heretofore used for troops.

Lists Big Transports

In a statement in Washington recently, General Peyton C. March, Chief of Staff, indicated that 14 vessels now in service as transports can carry more than 42,000 men across the Atlantic each trip. The boats and their capacities were as follows:

Table with 2 columns: Vessel, Capacity. Includes Great Northern, Northern Pacific, Levantian, etc.

A total of 27,365 departures this week increases to 220,365 officers and enlisted men the total of those who have sailed for home since the outbreak of the war. The remainder in France approximately 1,500,000 of officers and men, the majority still in the advance column.

The past week also saw the largest total of departures in a single day. On January 20, 10,124 officers and enlisted men sailed for home, 9,285 of them from France, 839

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EVERYONE TO WRITE—G.O. PRESCRIBES IT

Postcards Will Announce Station, Outfit, Physical Condition

There is about to be a big increase in homebound mail. In fact, every member of the A.E.F. no matter how idle may have been his writing hand in the past, no matter how good his excuses for not writing have been, or are, is going to compose one postcard in the near future and start it homeward. G.O. 15, G.I.Q., out this week, prescribes it.

The order, conforming to cabled instructions from the War Department, will remove the many relatives and the States, who, owing to the neglect of many soldiers to write home, remain in ignorance of the latter's health and whereabouts, being kept, as a consequence, in a constant state of mental ferment.

G.O. 15 states that the postcard will be dated and will inform the soldier's next of kin of his A.E.F. physical condition and the organization which he is attached to. The card may contain other information, provided it does not conflict with the censorship regulations.

The postcard will be furnished to all men serving in the S.O.S. by the Adjutant General, S.O.S., and all other soldiers by the Adjutant General, A.E.F. Organization commanders are ordered to collect and censor the cards promptly, and immediately submit a report of their action to their higher commanding officers. The fact that every soldier in their command filled out one of the cards.

Postal authorities will make every effort to dispense with censors so as to reach a fast westbound transport shortly before sailing," concludes the order.

178 BULLETS FOR EVERY A.E.F. SHELL

Ordnance Department Also Provided 74,000,000 45 Cartridges

It took \$23,541,055 rifle and machine gun bullets and more than 2,500,500 shells, including shrapnel, high explosive and gas, to help the A.E.F. and hostilities, according to figures of the Ordnance Department. It also took 74,000,000 45 caliber cartridges for automatic pistols.

PLAN FOR LEAGUE OF NATIONS IS SET BEFORE WORLD BY CONFERENCE

President to Return With Troops

TRIO OF OFFICER STOWAWAYS HELD AFTER TRIP BACK

Captain and Two Lieutenants Had Already Reached U.S.

Now Face Court-Martial

Three Enlisted Men Also Fail in Attempt at "See America Soon" Game

Because they disobeyed embarkation regulations and went aboard a transport without proper authority, a captain and two lieutenants have been returned to Brest, whence they embarked for America only a short time ago, to stand trial by court-martial.

The transport on which they embarked last month had been at sea but 24 hours when the officers were hailed before a colonel and requested to produce papers to show why they had gone aboard the vessel without first having been checked out by the port embarkation adjutant.

The papers, it is charged, were not forthcoming and the only answer the officers could give was that they had gone aboard with orders in their pockets to sail for the United States. Those orders they produced, but embarkation regulations require that every officer must be checked out and accounted for at the embarkation office by the port of embarkation adjutant.

To America and Back

The officers explained that they were not aware of this, and had got aboard by employing the services of some friends who had checked off when he walks onto the ramp, and today are back in Brest to await trial by court-martial.

The officers were casuals, and had been ordered home. They were to have sailed aboard with their own baggage, but they were not permitted to do so.

This is the first case of officer stowaways in the A.E.F.'s records. Two enlisted men succeeded in getting aboard a battleship as stowaways and were returned to New York before they were discovered. The enlisted men will not be returned to France.

They are facing a prison sentence at home. One other case is recorded at St. Nazaire, wherein a buck private tried to go aboard as a stowaway. He was taken off the ship and sent back to port by a Navy boat and turned over to Army officials.

Every Man Checked Off

All precautions are being taken at the ports to prevent soldiers from going aboard without proper authority. Every man is checked off when he walks onto the ramp, and he is checked again on board ship. Units going aboard account for so many officers and men, and men going aboard account for so many units. The check-off arrangement that you can make will either set up or steady the peace of the world.

Keystone of Whole Program

"You can imagine, gentlemen, I dare say, the sentiment and the purpose with which representatives of the United States support this great project for a League of Nations. We regard it as the keystone of our purpose and ideal in this war, and the associated nations accepted as the basis of the settlement.

"If we return to the United States without having made every effort to insure peace, we should return to meet the merited scorn of our fellow-citizens. For they are a body that constitute the great majority of the world's population. We would not dare abate a single item of the program which constitutes our instruction.

"I should not dare compromise upon any matter as the champion of this thing, this peace of the world, this attitude of justice, this principle that we are the masters of the world, and are here to see that every people in the world shall choose its own masters and govern its own destiny, not as we wish but as it wishes. We are here to see in short, that the very foundations of this war are swept away.

"These foundations were the private choice of small coteries of civil rulers and military staffs. These foundations were the hearts of the League of Nations and these foundations were the folding together of empires of unwilling subjects by the duress of arms. These foundations were the hearts of the League of Nations and these foundations were the folding together of empires of unwilling subjects by the duress of arms. These foundations were the hearts of the League of Nations and these foundations were the folding together of empires of unwilling subjects by the duress of arms.

SEVERE PENALTIES FOR AWOL OFFICERS

Dismissal and Hard Labor Urged for Offenders in New G.O.

AWOL officers are to be severely dealt with, according to G.O. 15, G.I.Q., and offenders are warned that if they are guilty of prolonged absence from duty, "nothing short of dismissal" will be appropriate punishment, and courts "should not hesitate to impose confinement at hard labor in addition thereto."

Following the warning issued last week to enlisted men who go AWOL, G.I.Q. announces that the strictest measures will be taken to prevent officers absconding themselves from duty without authorization, and that guilty officers will be punished. Every case is to be reported at once to the commanding officer and reported to the adjutant and disposed of by trial.

Where an officer is absent more than 48 hours, says the order, or where the offender is arrested at a distance involving more than three hours' travel from the place where he is authorized to be, the case will be referred to a court-martial.

Cases of officers arrested at a long distance from their commands will be disposed of by the officer exercising general court-martial jurisdiction over the place of arrest," the order states. "Court-martial are warned that severe penalties for this offense are necessary."

Crusaders in Olive Drab

"I hope, Mr. Chairman, that when it is known, as I feel confident it will be known, that we have adopted the principle of the League of Nations and mean to work out this principle in effective action, we shall by that single thing have lifted a great part of the load of anxiety from the hearts of men everywhere. We stand in peculiar cases, as you know, in the streets here I see everywhere the American uniform. Those men came into the war after we had uttered our purposes. They came as crusaders, not merely to win a war, but to win a cause, and I am responsible to them, for it fell to me to formulate the purposes for which I asked them to fight, and I, like them, must be a crusader for these things whatever it costs and what-